

## Fiscal Estimate - 2005 Session

☒ Original
 ☐ Updated
 ☐ Corrected
 ☐ Supplemental

<b>LRB Number</b> <b>05-0475/1</b>	<b>Introduction Number</b> <b>SB-270</b>	
<b>Subject</b>  Increase speed limit to 75 miles per hour		
<b>Fiscal Effect</b>  <div style="display: flex;"> <div style="flex: 1;"> <b>State:</b>  <input type="checkbox"/> No State Fiscal Effect  <input type="checkbox"/> Indeterminate  <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Increase Existing Appropriations  <input type="checkbox"/> Decrease Existing Appropriations  <input type="checkbox"/> Create New Appropriations                         </div> <div> <input type="checkbox"/> Increase Existing Revenues  <input type="checkbox"/> Decrease Existing Revenues                         </div> </div> </div> <div style="flex: 1; padding-left: 20px;"> <input checked="" type="checkbox"/> Increase Costs - May be possible to absorb within agency's budget  <div style="display: flex; justify-content: space-around;"> <input type="checkbox"/> Yes                             <input checked="" type="checkbox"/> No                         </div> <input type="checkbox"/> Decrease Costs                     </div> </div>		
<b>Local:</b> <div style="display: flex;"> <div style="flex: 1;"> <input type="checkbox"/> No Local Government Costs  <input type="checkbox"/> Indeterminate  <div style="display: flex; justify-content: space-between;"> <div>                         1. <input type="checkbox"/> Increase Costs  <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory                          2. <input type="checkbox"/> Decrease Costs  <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory                     </div> <div>                         3. <input type="checkbox"/> Increase Revenue  <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory                          4. <input type="checkbox"/> Decrease Revenue  <input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory                     </div> </div> </div> <div style="flex: 1; padding-left: 20px;"> <b>5. Types of Local Government Units Affected</b>  <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Towns  <input type="checkbox"/> Counties  <input type="checkbox"/> School Districts                         </div> <div> <input type="checkbox"/> Village  <input type="checkbox"/> Others  <input type="checkbox"/> WTCS Districts                         </div> <div> <input type="checkbox"/> Cities                     </div> </div> </div> </div>		
<div style="display: flex; justify-content: space-between;"> <div> <b>Fund Sources Affected</b>  <input type="checkbox"/> GPR   <input type="checkbox"/> FED   <input type="checkbox"/> PRO   <input type="checkbox"/> PRS   <input checked="" type="checkbox"/> SEG   <input type="checkbox"/> SEGS 20.395(3)(eq)                     </div> <div> <b>Affected Ch. 20 Appropriations</b> </div> </div>		
<b>Agency/Prepared By</b>  DOT/ Dennis Hughes (608) 267-9075	<b>Authorized Signature</b>  Julie Johnson (608) 267-3703	<b>Date</b>  8/3/2005

## Fiscal Estimate Narratives

DOT 8/3/2005

LRB Number	<b>05-0475/1</b>	Introduction Number	<b>SB-270</b>	Estimate Type	<b>Original</b>
<b>Subject</b>					
Increase speed limit to 75 miles per hour					

### Assumptions Used in Arriving at Fiscal Estimate

This bill would raise the maximum allowable speed limit on freeways and expressways from 65 miles per hour (mph) to 75 mph. The higher limit would not be effective unless the Wisconsin Department of Transportation (WisDOT) physically posts the new limit.

The bill would not change WisDOT's existing discretion to post freeways/expressways at speeds below the statutory maximum. WisDOT could choose to maintain some freeway/expressway segments at current speed limits, or could raise some of them to 75 mph, or could raise some of them to a speed limit between the current limit and 75 mph.

For purposes of this fiscal estimate, it is assumed WisDOT would increase the posted speed limit to 70 mph or 75 mph on every mile of freeway that is currently posted at 65 mph, but would NOT increase the posted speed limit on any expressway segment.

The WisDOT sign inventory data base indicates there are 715 "65 mph speed limit" signs on the statewide freeway and expressway system. Most of these (531) are on freeways.

There are two component costs to replace a freeway speed limit sign:

(1) The fabrication cost of each freeway speed limit sign (48" x 60") is \$148.32

(2) The change out process cost (based on typical labor charges and fleet mileage costs for county highway department personnel and vehicles) is \$90.00 per sign.

It is assumed that entire sign posts will not have to be replaced, so therefore no costs are estimated for holes to be augered or for new sign posts.

Cost to change one "65 mph speed limit" freeway sign:  
 $\$148.32 + \$90.00 = \$238.32/\text{sign}$

Total cost to change all 531 freeway "65 mph speed limit":  
 $531 \text{ signs} \times \$238.32/\text{sign} = \$126,547.92$

### Long-Range Fiscal Implications

If a policy decision is made by WisDOT management not to raise the speed limit to 75 mph on every mile of freeway, but rather to identify segments of the freeway system on which the posted speed limit could be raised to 70 mph or 75 mph without compromising safety or traffic operations, then costs will be incurred to conduct the requisite traffic engineering analyses. These costs are indeterminate.

## Fiscal Estimate Worksheet - 2005 Session

Detailed Estimate of Annual Fiscal Effect

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<b>Subject</b>			
Increase speed limit to 75 miles per hour			
<b>I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):</b>			
INCREASED COST to STATE OPERATIONS Sign change out performed by county highway department personnel = \$126,547.92			
<b>II. Annualized Costs:</b>		<b>Annualized Fiscal Impact on funds from:</b>	
		Increased Costs	Decreased Costs
<b>A. State Costs by Category</b>			
<input type="checkbox"/> State Operations - Salaries and Fringes	\$		
<input type="checkbox"/> (FTE Position Changes)			
<input type="checkbox"/> State Operations - Other Costs			
<input type="checkbox"/> Local Assistance			
<input type="checkbox"/> Aids to Individuals or Organizations			
<input type="checkbox"/> <b>TOTAL State Costs by Category</b>	<b>\$</b>	<b>\$</b>	
<b>B. State Costs by Source of Funds</b>			
<input type="checkbox"/> GPR			
<input type="checkbox"/> FED			
<input type="checkbox"/> PRO/PRS			
<input type="checkbox"/> SEG/SEG-S			
<b>III. State Revenues - Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, etc.)</b>			
	Increased Rev	Decreased Rev	
<input type="checkbox"/> GPR Taxes	\$	\$	
<input type="checkbox"/> GPR Earned			
<input type="checkbox"/> FED			
<input type="checkbox"/> PRO/PRS			
<input type="checkbox"/> SEG/SEG-S			
<input type="checkbox"/> <b>TOTAL State Revenues</b>	<b>\$</b>	<b>\$</b>	
<b>NET ANNUALIZED FISCAL IMPACT</b>			
	State	Local	
NET CHANGE IN COSTS	\$	\$	
NET CHANGE IN REVENUE	\$	\$	
<b>Agency/Prepared By</b>		<b>Authorized Signature</b>	<b>Date</b>
DOT/ Dennis Hughes (608) 267-9075		Julie Johnson (608) 267-3703	8/3/2005